

GOLOWELL MULTIMODAL PLAN

Bridge St Bicycle Corridor Improvements

12/09/2020

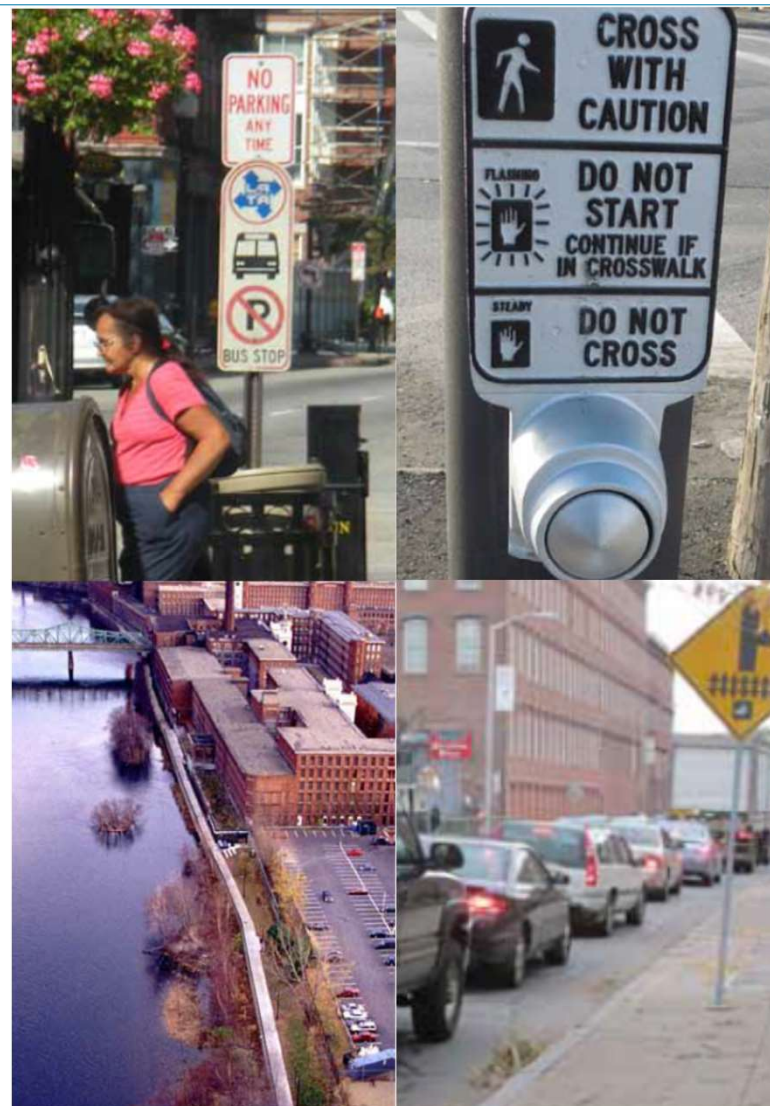


Introductions

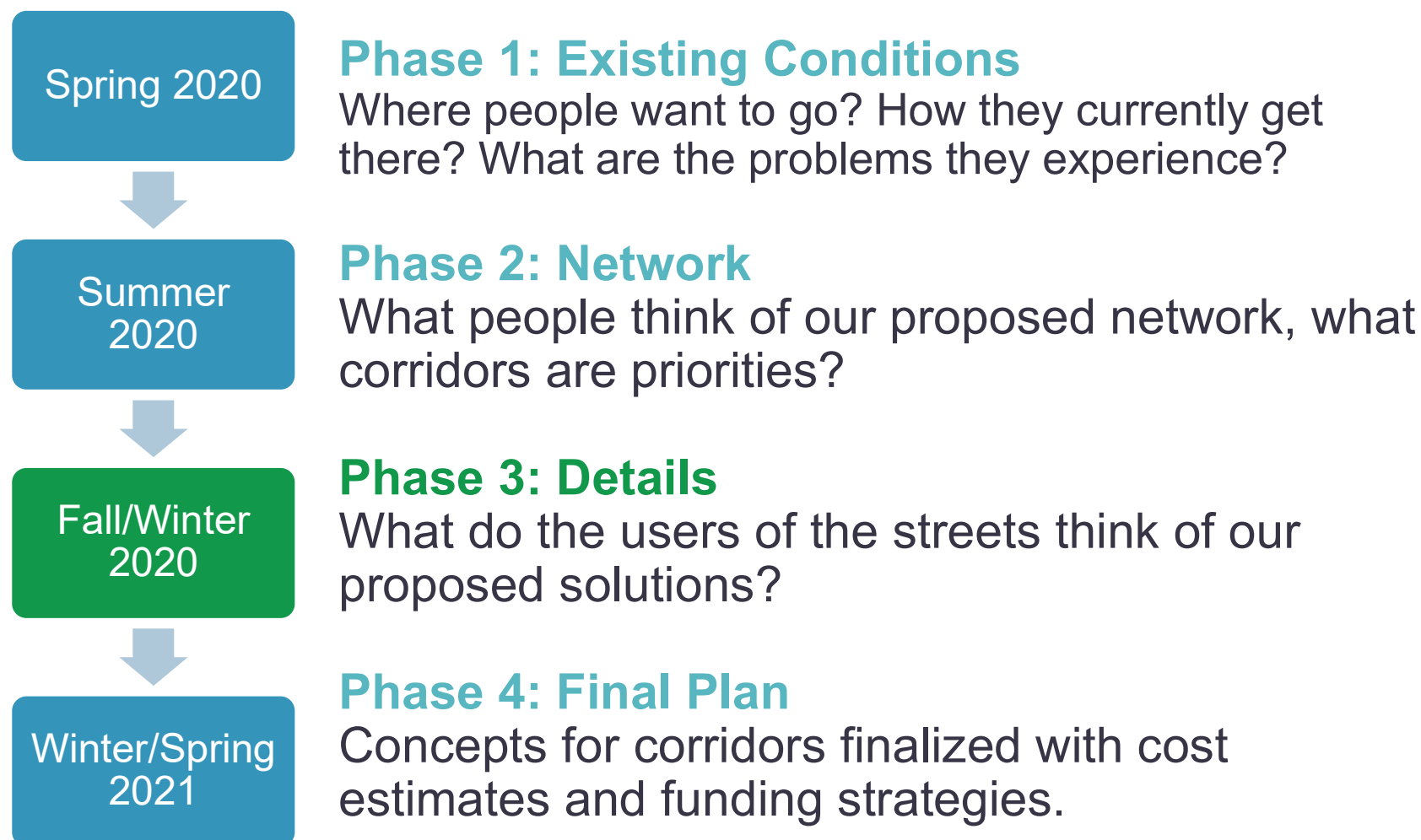
- Chris Hayes, Neighborhood Planner, City of Lowell
- Karen Fitzgerald, Senior Landscape Architect, Toole Design
- Sneha Adhikari, Engineer, Toole Design

What is GoLowell?

- **Citywide** plan focusing on busses, bikes, walking, rolling, and more
- **10 year** plan
- **Downtown transit pilot** already funded
- Plan will include **funding strategies for other improvements**



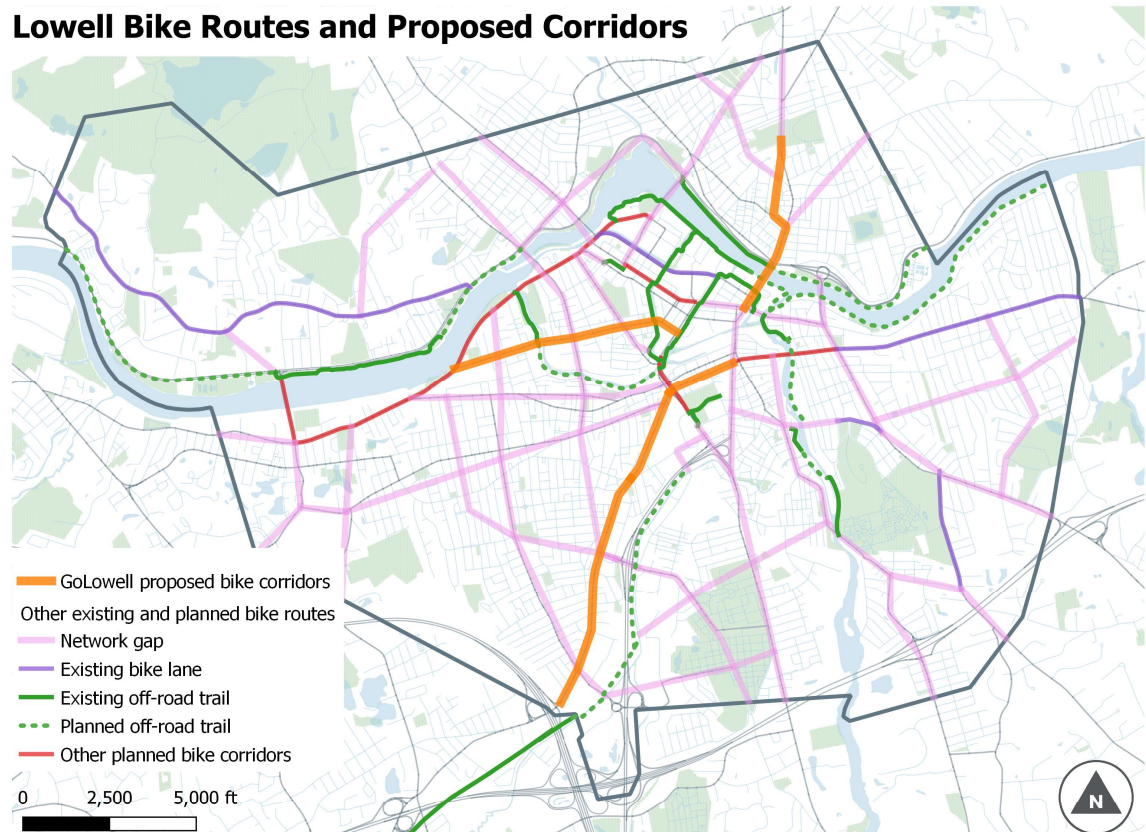
What We've Done So Far



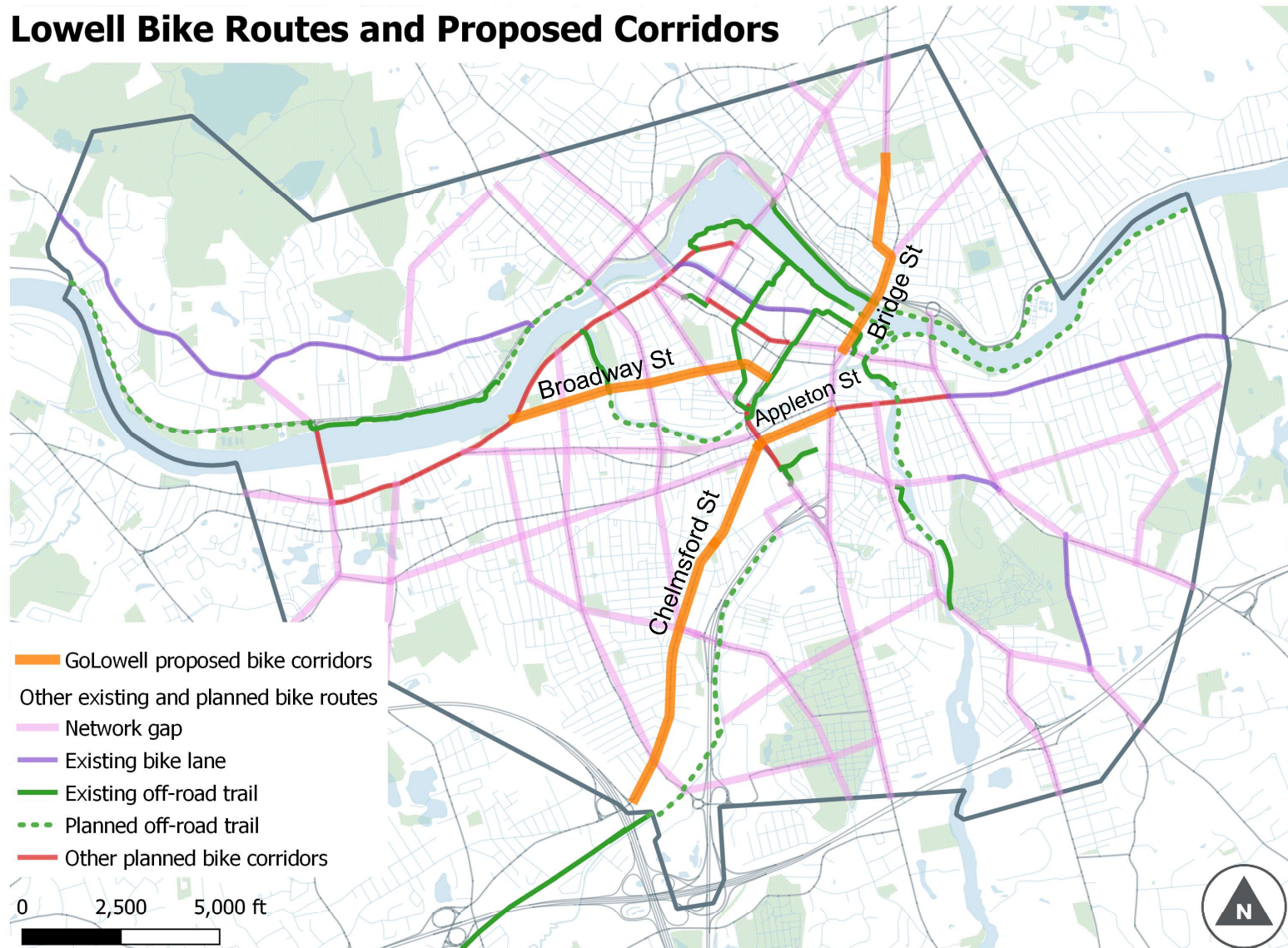
Phase 2 Results: Our Network

- Based on public feedback and equity analysis
- Focus corridor concepts designed now
- Other links will be designed in the future
- Full design and construction depends on funding
- Network may still be tweaked before 2021

Lowell Bike Routes and Proposed Corridors



Lowell Bike Routes and Proposed Corridors



Phase 3: Goals of This Meeting

- Share why Chelmsford Street was chosen as a **Focus Corridor**
- Neighborhood input on Chelmsford Street options
- Intimate talk about **trade-offs and constraints**
- Think about how to **balance** the real need for vehicle parking and the need to provide new opportunities for transportation



GoLowell will also Consider...

- **Maintenance** such as snow removal as a top safety concern
- Parts of the system that aren't necessarily part of the street, like **bicycle parking and LRTA website and app**
- **Education** and **enforcement**

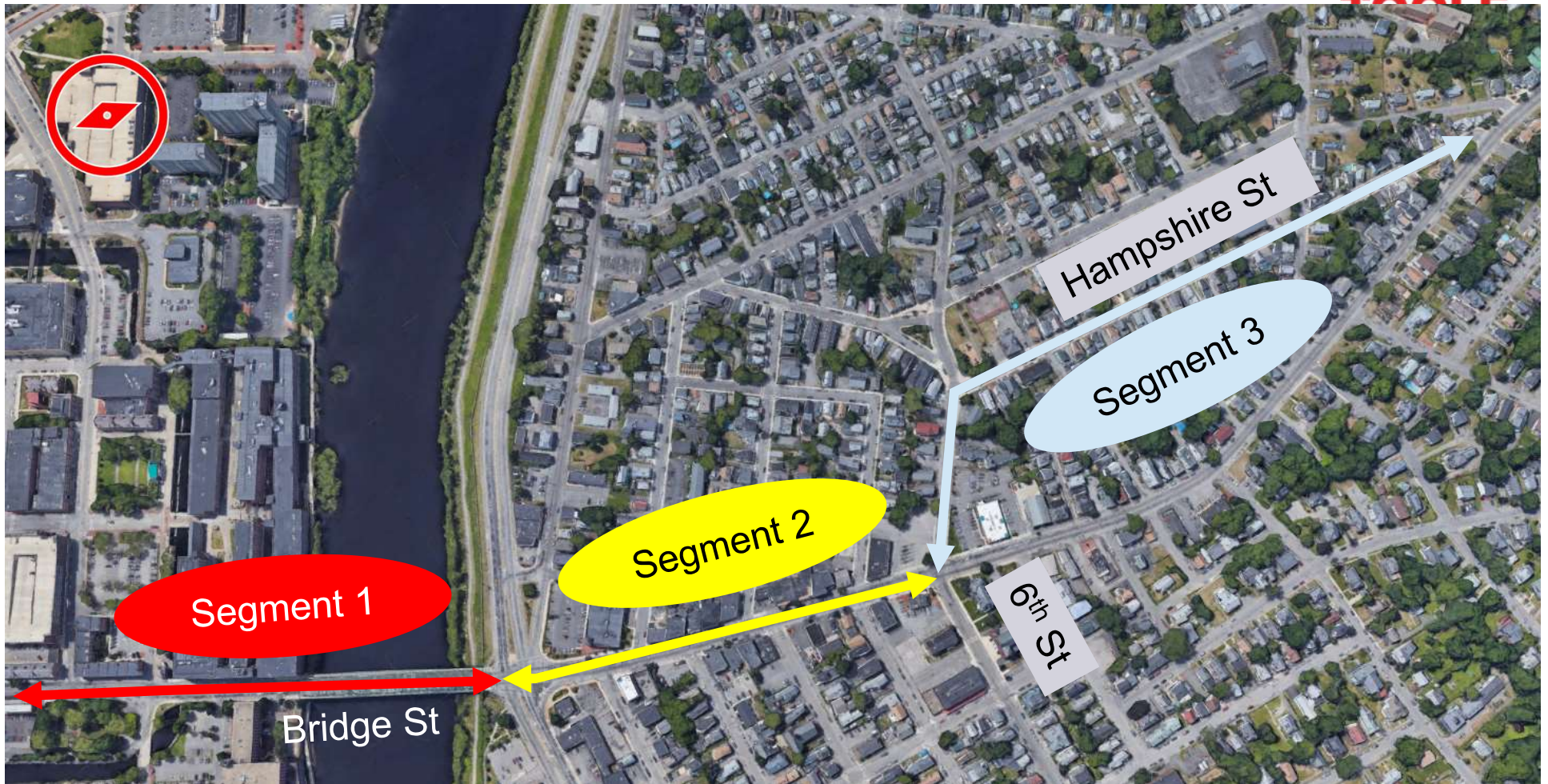
Note: GoLowell recommendations will be a starting point for the above elements, which all may need additional planning, analysis, or coordination with multiple city departments or partners

Bridge Street

- Bridge Street Today
- Why Bridge Street
- Concepts for Bridge Street

Bridge Street Today





Bridge St overall characteristics

- Segment characteristics
 - Segment 1: bridge and park connection
 - Segment 2: commercial
 - Segment 3: residential
- Narrow sidewalks on both sides
- Serves bus route 1, 8, 10
- Parking pockets on both sides of Segment 2 & 3



Why Bridge Street



Public input process



- Two public meetings with survey feedback
- Bridge Street outlined as a possible corridor from survey origin and destination information
- Direct Downtown-Centralville access

Origin & Destination considerations

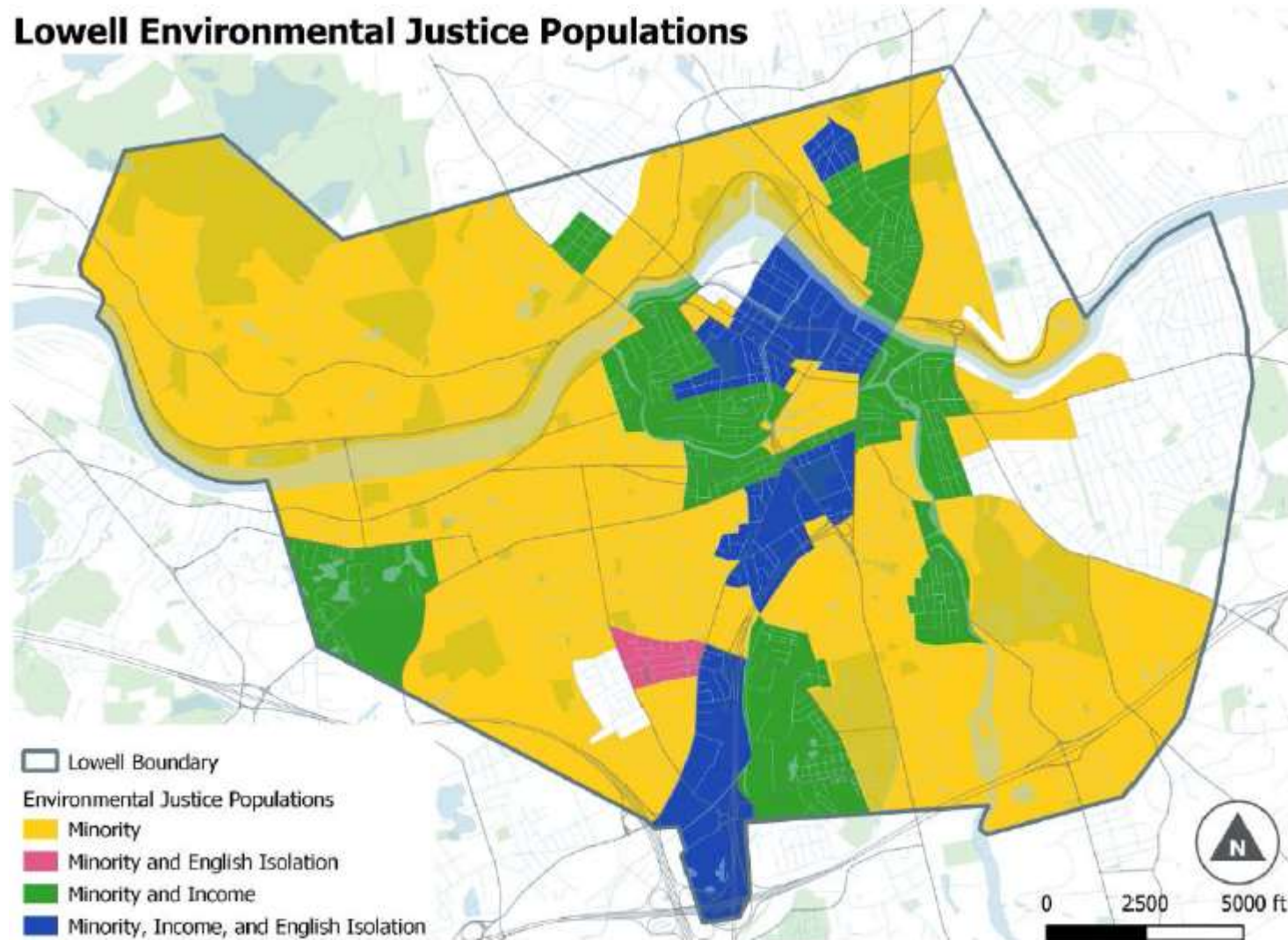
Lowell Bike Routes & Relative Density of Key Destinations **DRAFT**



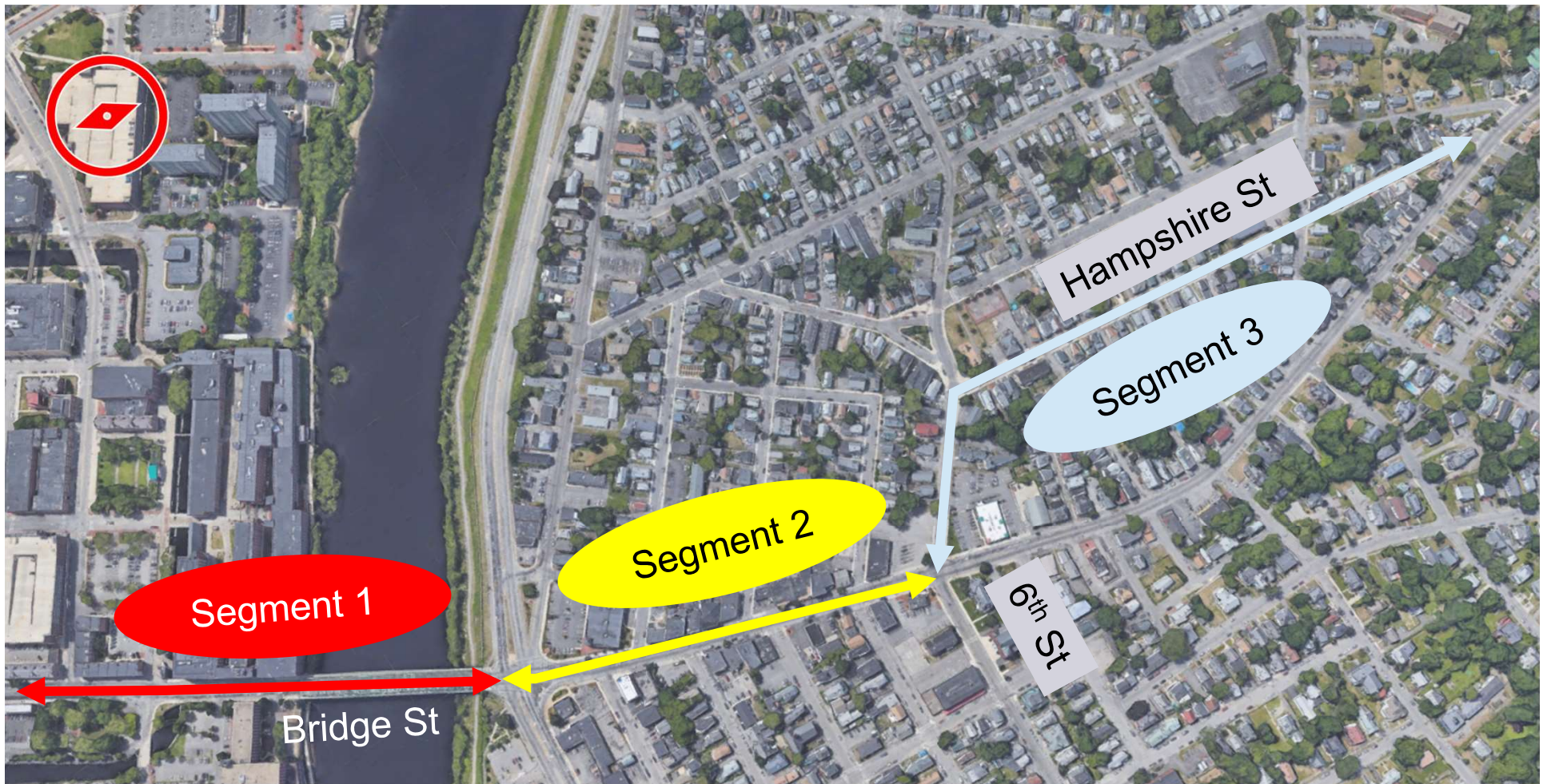
A detailed map of Lowell, Massachusetts, with the city's irregular boundary highlighted in green. The map shows a network of streets including VFW Hwy, Moody St, Western Ave, and others. Several parks are labeled, such as Lowell Heritage State Park, Clemente Park, and Varnum Park. A dashed black circle is drawn in the northeast corner of the city, enclosing a specific area. The word 'Lowell' is written in the center of the green-shaded region.

Equity considerations

Lowell Environmental Justice Populations



Concepts for Bridge Street



Bridge St Segment 1 - Existing Space Allocation



Bridge St Segment 1 - Existing Space Allocation



Sidewalks 10 ft



Bridge St Segment 1 - Existing Space Allocation

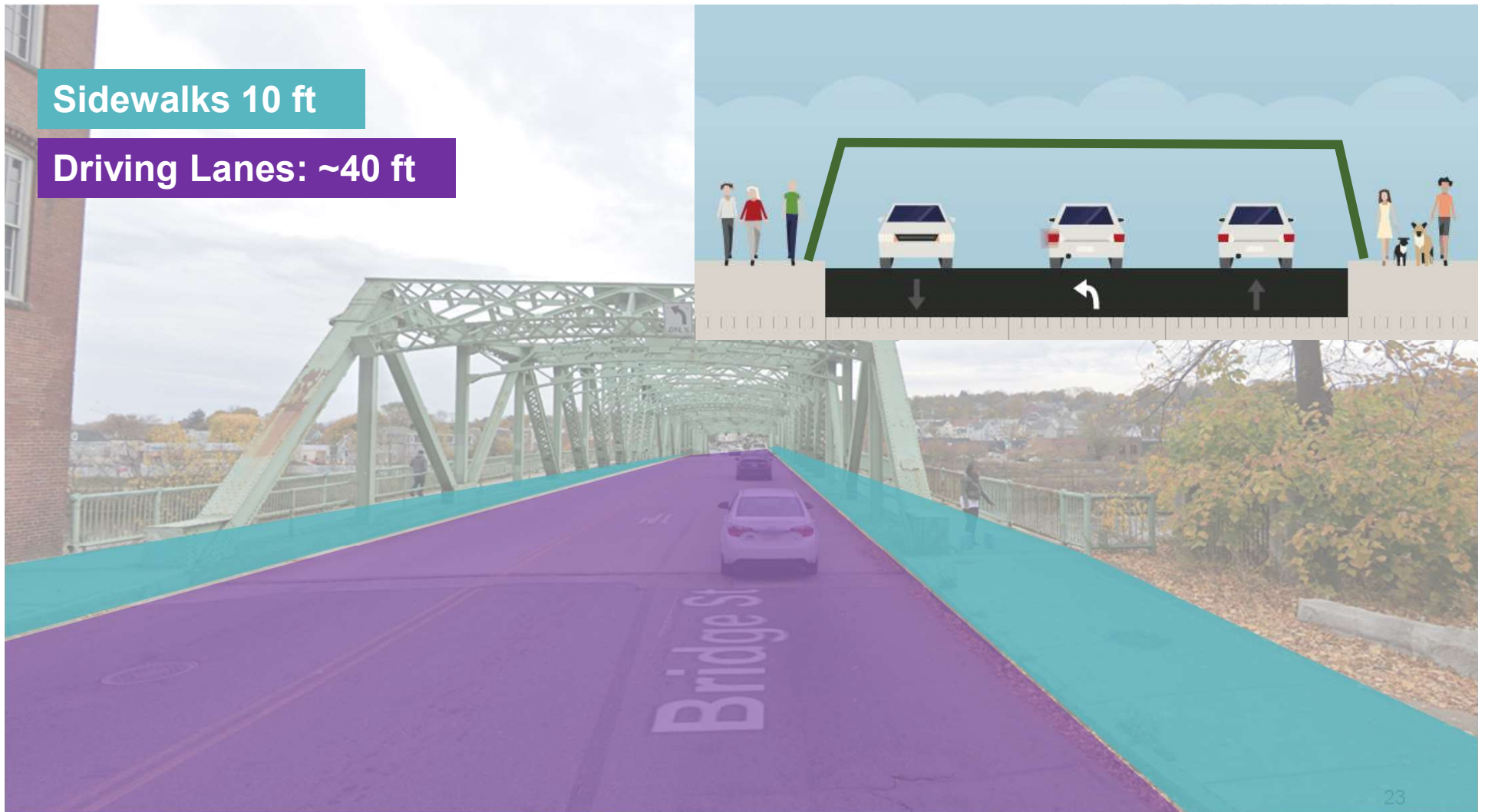


Sidewalks 10 ft

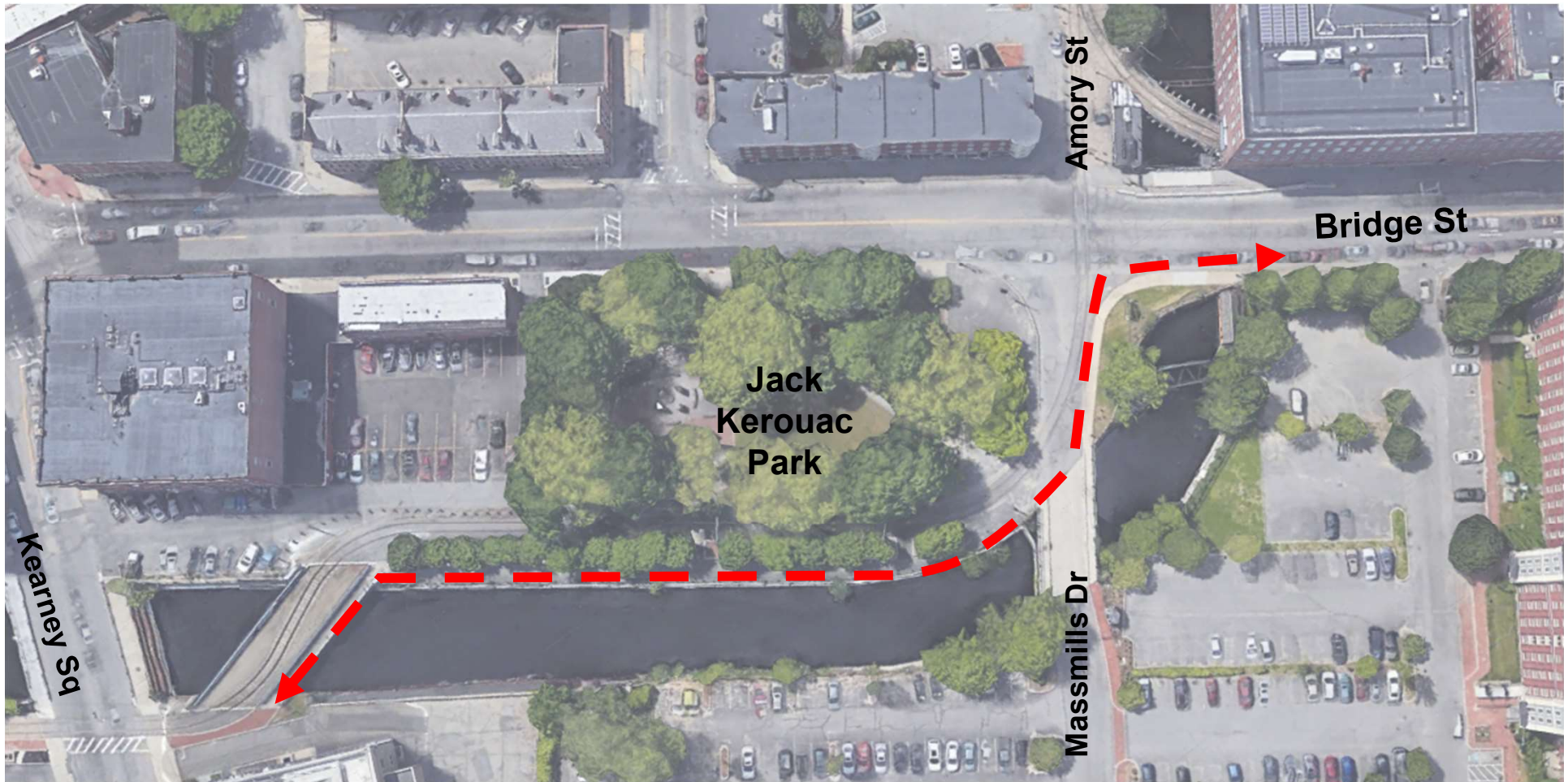
Driving Lanes: ~40 ft



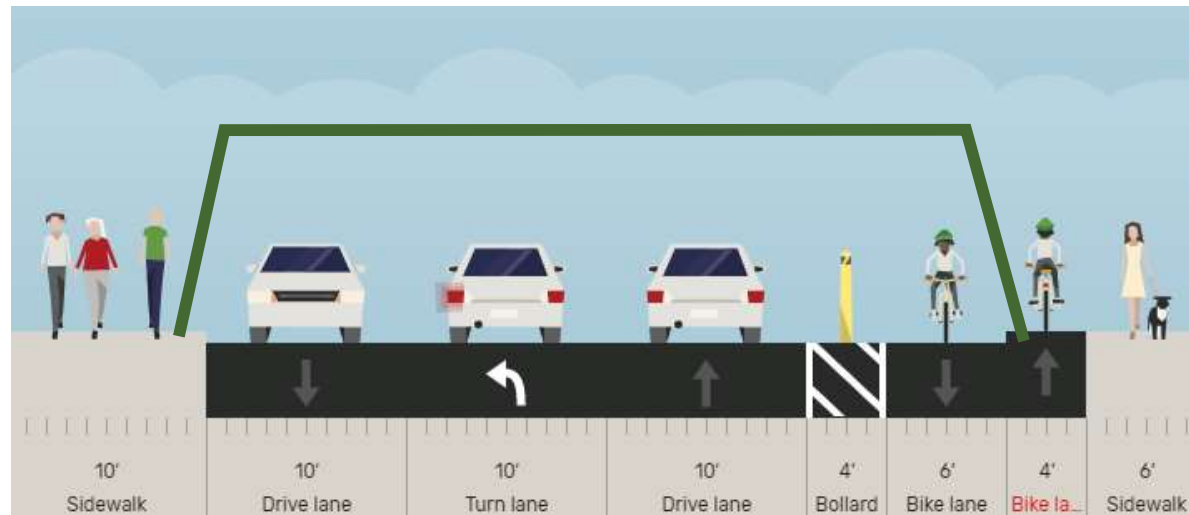
Bridge St Segment 1 - Existing Space Allocation



Bridge St Segment 1 – Concept

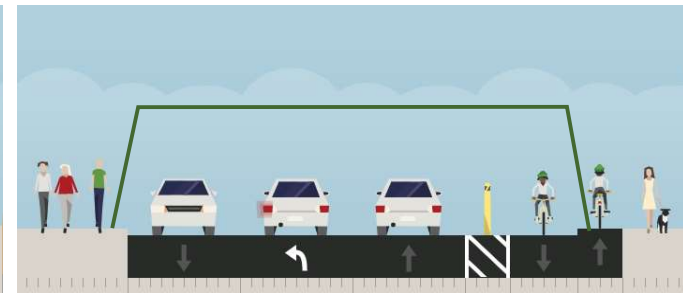
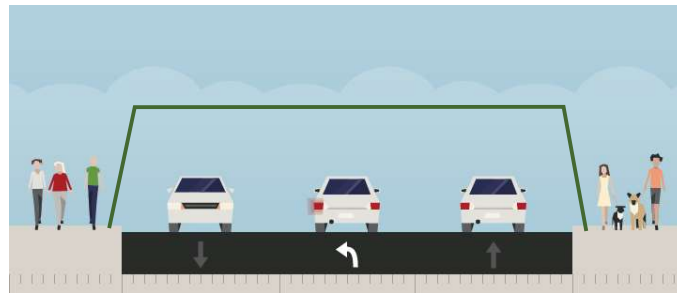


Bridge St Segment 1 – Concept

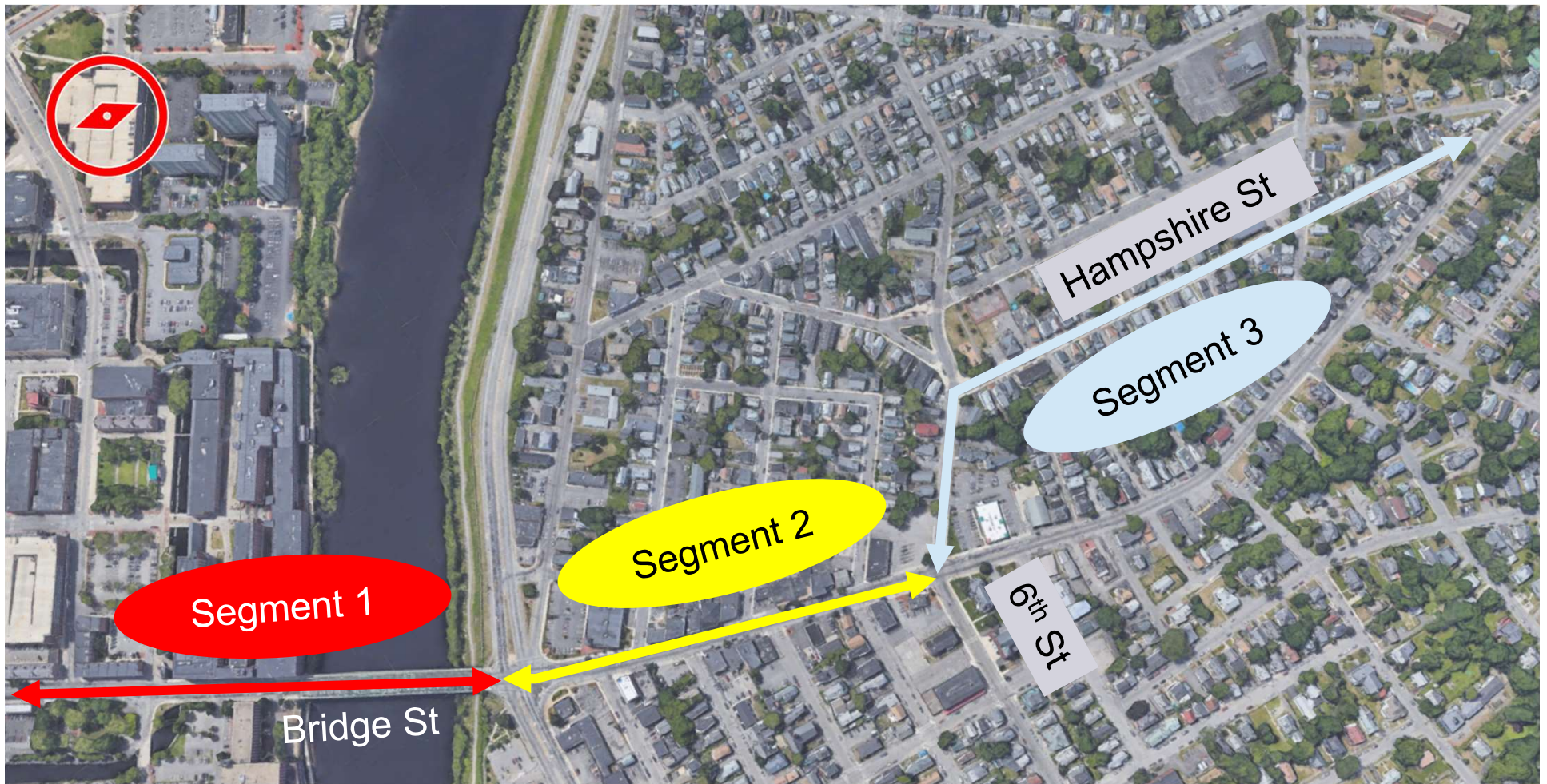


- EB bicyclists: separated bike lane on east side connecting with existing trail from Jack Kerouac Park
- WB bicyclists: ride on sidewalk on the east side
- ~10-foot-wide sidewalk and bridge frame section
- 10-foot-wide driving lanes
- **Requires permission/coordination with MassDOT*

Bridge St Segment 1 - Concept comparison



	Existing	Concept
Bike Lanes	None	Separated bike lane in one direction, shared use path in other direction
Traffic Calming	None	Lane narrowing
Sidewalk on each side	10 feet	10 feet



Bridge St Segment 2 - Existing Space Allocation



Bridge St Segment 2 - Existing Space Allocation



Sidewalks: 8-9 ft



Bridge St Segment 2 - Existing Space Allocation



Sidewalks: 8-9 ft

Parking: 8 ft



Bridge St Segment 2 - Existing Space Allocation

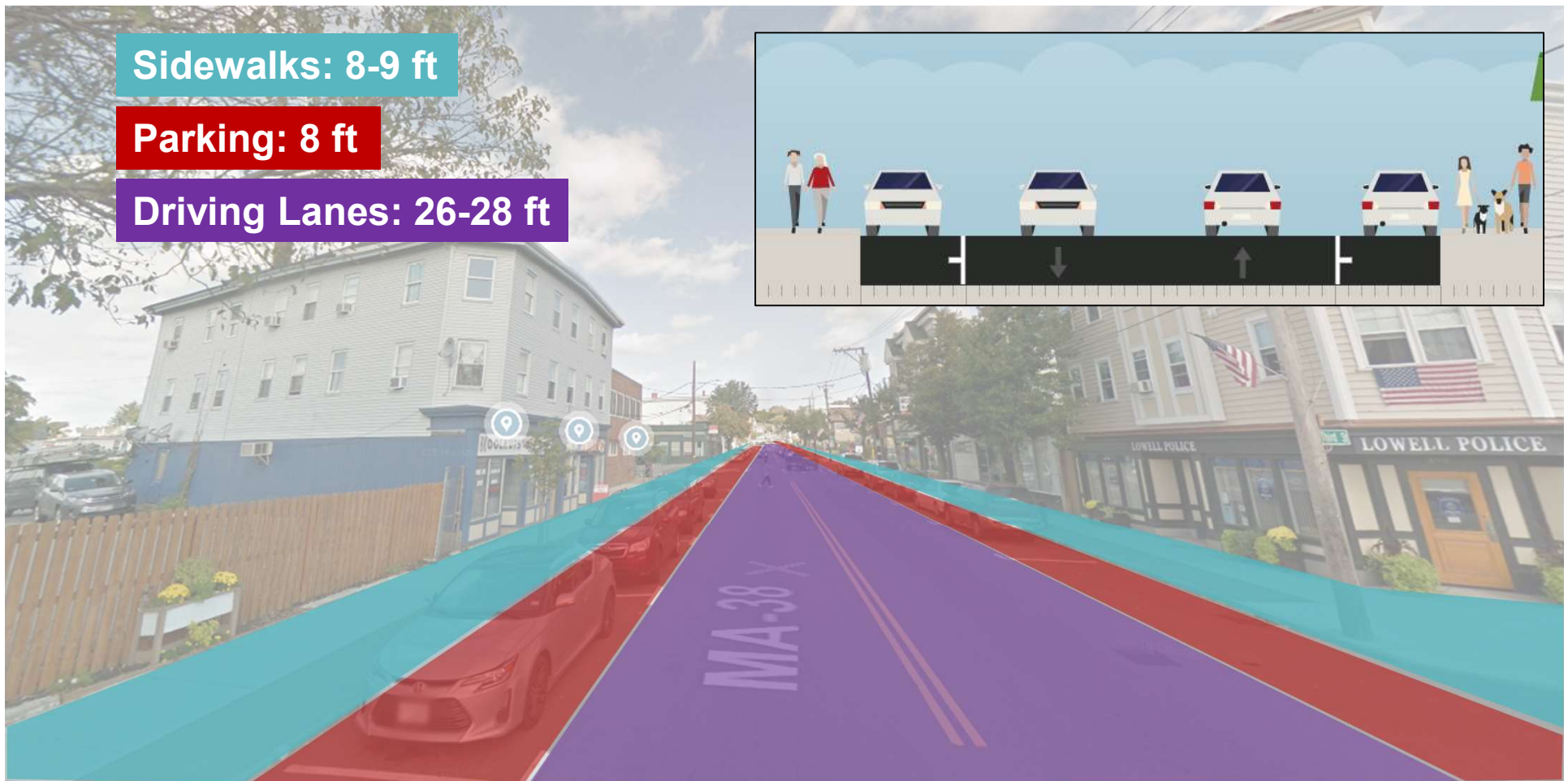


Sidewalks: 8-9 ft

Parking: 8 ft

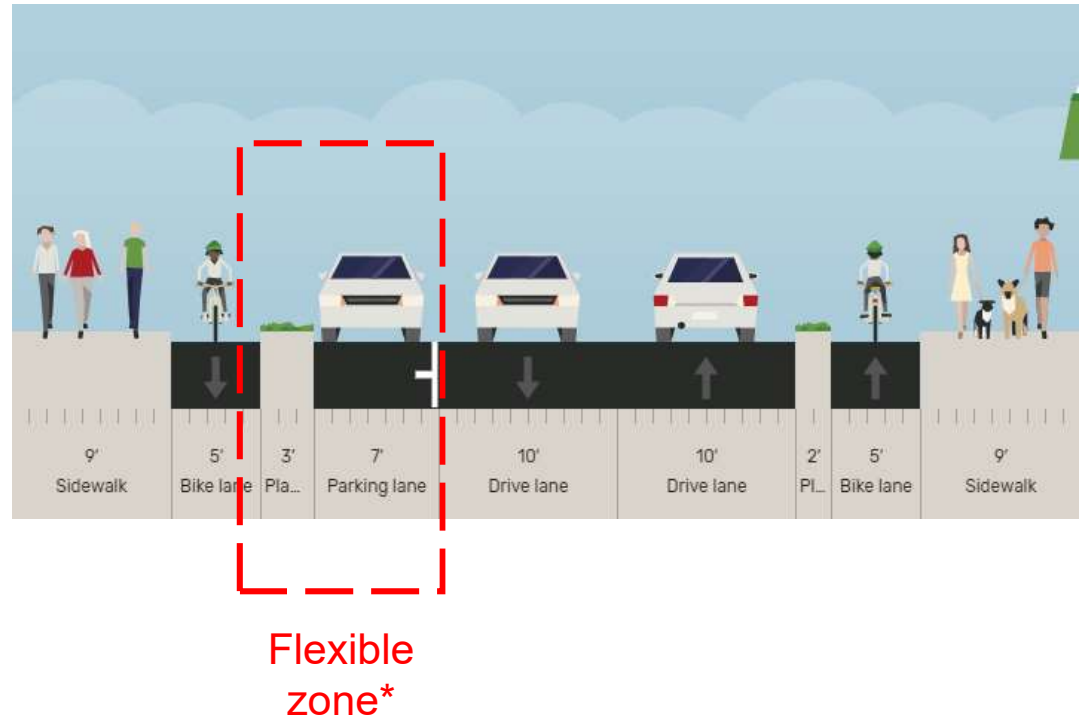
Driving Lanes: 26-28 ft

Bridge St Segment 2 - Existing Space Allocation



Bridge St Segment 2 – Concept

- Separated bike lane on both sides with buffer
- 9-foot-wide sidewalk
- 10-foot-wide driving lanes
- Remaining as “flexible zones” – parking, bus stops, trees, other – can be added on either side



*Flexible zones may be situated on either side

Bridge St Segment 2 – “Flexible Zone” options

Parking protected bike lanes - Boston, MA



Bridge St Segment 2 – “Flexible Zone” options

Bus stops - Cambridge, MA

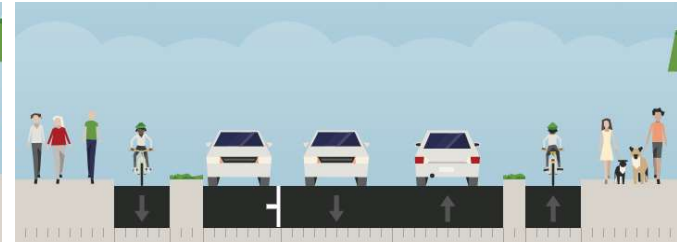


Bridge St Segment 2 – “Flexible Zone” options

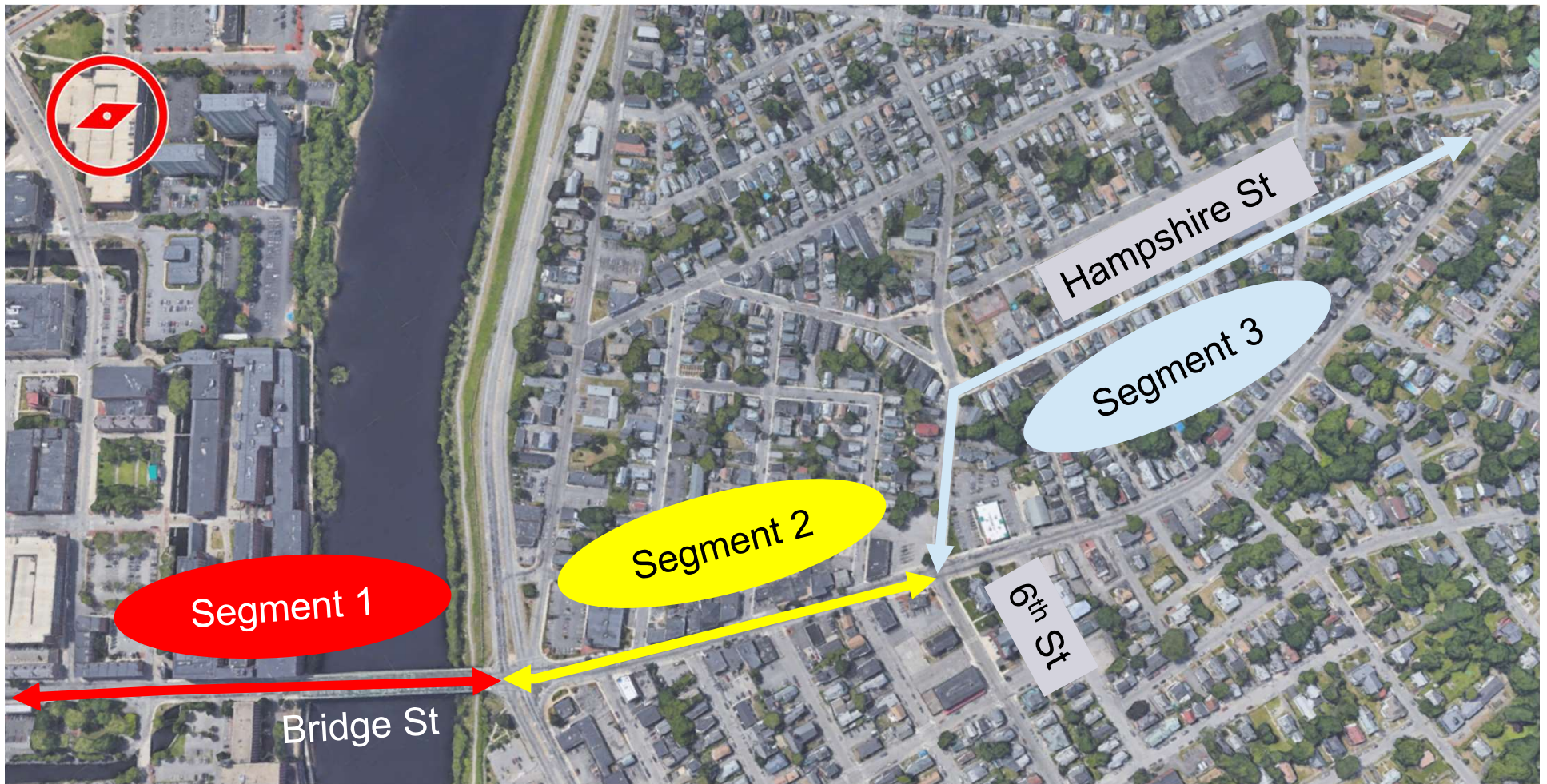
Green space/trees – Hennepin County, MN



Bridge St Segment 2 - Concepts comparison



	Existing	Concept
Bike Lanes	None	Separated on both sides
Traffic Calming	None	Lane narrowing
Sidewalk on each side	8-9 feet	9 feet
Flexible zone	None	Space available on either side of street



Hampshire St Segment 3 – Existing Space Allocation



Hampshire St Segment 3 – Existing Space Allocation



Hampshire St Segment 3 – Existing Space Allocation



Hampshire St Segment 3 – Neighborway Design



Example: Somerville, MA



Hampshire St Segment 3 – Neighborway Design

Example: Portland, OR



Hampshire St Segment 3 – Neighborway Design

Example: Minneapolis, MN



Hampshire St Segment 3 - Concept comparison



	Existing	Concept
Bike Facility	None	Neighborhood design with shared lane markings
Traffic Calming	None	Shared lane markings, signs, street art to slow vehicles
Sidewalk	8-9 feet	8-9 feet

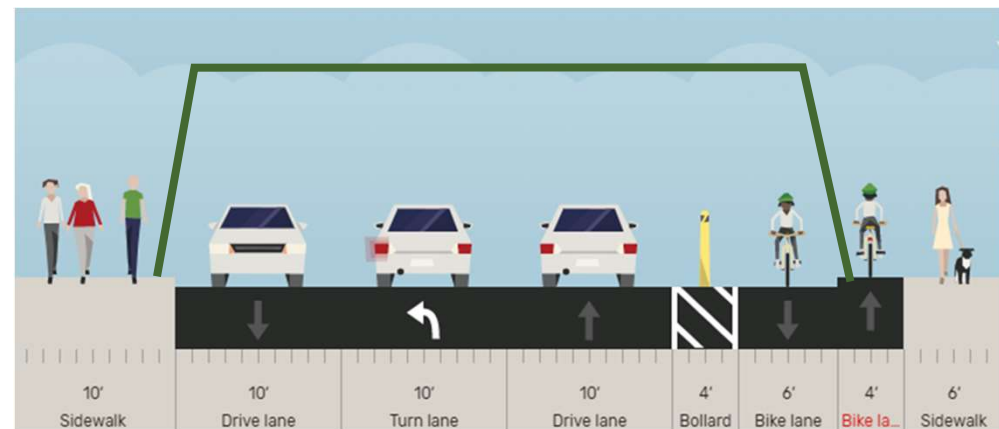
Discussion



Bridge St Segment 1

1. What do you like about this Bridge St concept?
2. What concerns do you have about this Bridge St concept?

Proposed



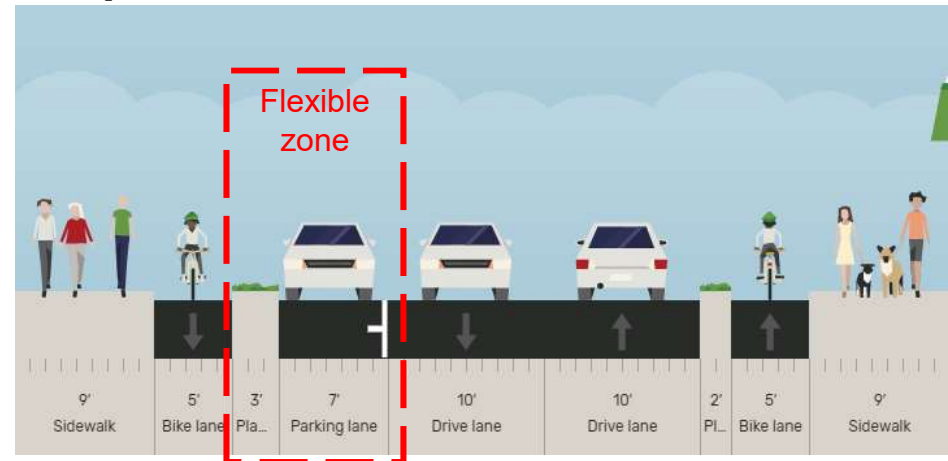
Existing



Bridge St Segment 2

1. What do you like about this Bridge St concept?
2. What concerns do you have about this Bridge St concept?

Proposed



Existing



Hampshire St segment

1. What do you like about the neighborways design connecting Bridge St and Hampshire St?
2. What concerns do you have about neighborways on Hampshire St?

